REMARKS

Claims 1, 2, 4, 5, 15, 16 and 22 are pending. By this Amendment, claims 1, 4, 5, 15 and 22 are amended, and claims 3, 6-14 and 17-21 are canceled.

The courtesies extended to Applicants' representative by Examiner Tran at the interview held September 20, 2005 are appreciated. The reasons presented at the interview as warranting favorable action are incorporated into the remarks below and constitute Applicants' record of the interview.

An Information Disclosure Statement was filed on August 5, 2005. It is requested that the Examiner consider the references cited in that Information Disclosure Statement and return a completely initialed Form PTO-1449 to Applicants' representative.

An Election of Species was required in this Application and Applicants elected the species of Figures 1-7. Claims 1, 2, 4, 5, 15, 16 and 22 read on the elected species. Applicants reserve the right to file one or more Divisional Applications based on the non-elected species.

Claims 1-5, 9, 15-17, 19 and 22 were rejected under 35 U.S.C. §102(b) over Kusada et al. (Kusada), U.S. Patent No. 6,173,569. The rejection is respectfully traversed.

As discussed during the personal interview, Kusada fails to disclose a power output apparatus with a control device that controls a fuel supply device to first perform a fuel increase process of increasing an amount of fuel in the combustion chamber from that at a present state depending on a temperature of the catalyst, as recited in claim 1 and as similarly recited in claims 15 and 22.

Kusada discloses an apparatus that improves the precision of the catalyst deterioration detection by exposing the catalyst to a lean atmosphere (col. 6, lines 26-38). Kusada performs an ordinary running in time period T1 (Fig. 2). However, Kusada fails to provide any disclosure with regard to increasing the amount of fuel in a combustion chamber from

that at a present state depending on a temperature of the catalyst (col. 5, lines 43-63). In other words, Kusada fails to provide any disclosure with regard to using the temperature of the catalyst as a parameter to determine when to increase the amount of fuel in the combustion chamber.

When the engine is accelerating in time period T4, the amount of fuel supplied to the combustion chamber is based on an increased torque request from a driver (col. 6, lines 40-55). Kusada again fails to provide any disclosure with regard to increasing the amount of fuel depending on a temperature of the catalyst.

As discussed during the personal interview, Kusada's Fig. 6 illustrates the catalyst deterioration detection routine. Although the temperature of the catalyst changes when switching between a rich air-fuel ratio and a lean air-fuel ratio, Kusada fails to provide any disclosure with regard to increasing the amount of fuel depending on a temperature of the catalyst. Kusada switches between a rich air-fuel ratio and a lean air-fuel ratio based on predetermined time durations (col. 8, line 48-col. 9, line 14).

Accordingly, Kusada fails to perform a fuel increase process of increasing an amount of fuel in the combustion chamber from that at a present state depending on a temperature of the catalyst, as recited in claims 1, 15 and 22.

As discussed during the personal interview, Kusada also fails to disclose a power output apparatus with a control device that performs second a fuel supply stop process of stopping a supply of fuel after passing a predetermined time from a start time point of a fuel increase process, as recited in claim 1 and as similarly recited in claims 15 and 22.

As discussed during the personal interview, Kusada only performs a fuel supply stop process of stopping a supply of fuel when moving from an ordinary running in time period T1 to a deceleration in time period T2 (col. 5, line 64- col. 6, line 7). During time period T2, fuel to the engine is cut in a high-revolution speed region, and the engine is stopped in a low-to-

intermediate revolution speed region. Therefore, the amount of fuel supplied into the engine becomes zero. Kusada fails to provide any disclosure with regard to stopping a supply of fuel after passing any predetermined time but instead stops the engine based on a revolution speed. Logically, Kusada fails to provide any disclosure with regard to stopping the supply of fuel after passing a predetermined time from a start time point of a fuel increase process (which is increased depending on the temperature of the catalyst), as recited in claims 1, 15 and 22, or the predetermined time of claim 5.

As discussed during the personal interview, Kusada's Fig. 6 illustrates the catalyst deterioration detection routine where the engine switches between a rich air-fuel ratio and a lean air-fuel ratio based on time. Although Kusada reduces the supply of fuel when switching to a lean air-fuel ratio, Kusada fails to provide any disclosure with regard to stopping the supply of fuel.

Accordingly, Kusada fails to perform a fuel supply stop process of stopping a supply of fuel after passing a predetermined time from a start time point of a fuel increase process, as recited in claims 1, 15 and 22.

In view of the foregoing, Kusada fails to disclose all of the features recited in claims 1, 15 and 22, as well as the additional features recited in claims 2, 4, 5 and 16. It is respectfully requested that the rejection be withdrawn.

In view of the foregoing, it is respectfully submitted that this application is in condition for allowance. Favorable reconsideration and prompt allowance of claims 1, 2, 4, 5, 15, 16 and 22 are earnestly solicited.

Should the Examiner believe that anything further would be desirable in order to place this application in even better condition for allowance, the Examiner is invited to contact the undersigned at the telephone number set forth below.

Respectfully submitted,

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Attachment:
Request for Continued Examination

Date: September 30, 2005

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